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1.15 p.m. to 1.45 p.m. Every 15 minutes

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Hongkong, 12th February, 1901. [2-41787]

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F. D' A. SILVA, Manager.
Hongkong, 23rd May, 1902.

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T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a1837]

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B, C, & CC are excellent Dinner Wines
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VERY FINE VINTAGE.

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VERY PALE DRY	21.00	1.75
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FINE OLD BROWN	36.00	3.00

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GOOD	\$15.00	\$1.25
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P.O. Box, 33, Telephone No. 12.

BIRTHS.

On the 17th July, at Swatow, the wife of LEE WATSON, J. M. Customs, of a son.

On the 18th July, at 61, Western Road, Penang, the wife of J. CHAMBERS REID, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th July, 1902.

ONE of the main difficulties in the path of the foreign student of American institutions is to formulate an opinion on the course likely to be adopted by the Senate on any particular business coming before Congress. In this particular the relations of the two Houses have undergone a conspicuous change. Time was, and not so many years ago, when the Senate, above the influence of merely party issues, and unwavering by personal motives, was looked upon as the saviour of the State against the often hasty and generally perverted legislation of the Lower Chamber. Nowadays it more frequently falls to the lot of the House to discuss with temper and judgment the high political issues brought before it; while the Senate too frequently permits itself to be taken off the track by the momentary issues of the day, to the detriment of the public service in general. The recent action of Congress has thus come to be a matter of surprise; and perhaps in no particular is this more marked than in those important issues which deal with the relations of the United States with what we as Europeans and Englishmen are wont to call the Far East. The unexpected and capricious action of the Senate in rejecting the Oceanic Canal treaty of President McKinley, and afterwards accepting that negotiated by President Roosevelt, is a case in point; but the Panama Isthmian Canal has since its first inception been a thing of surprise, and not the least of these is the last. If there were one thing, most people thought, that would occur when the new-fangled

the interests of the Panama Canal Company came before the Senate, it was that it would be indignantly rejected. Yet there was very much to be said in favour of the proposal. In the first place the price at which it was offered, only forty million dollars, was tempting, the work had cost nearly four times the amount, and though that was no criterion of its actual value, the work had proceeded already so far that the completion had left the region of speculation and had become a matter for sober estimating. In the second place the Nicaragua scheme was altogether founded on speculative estimates; nay, it was, in view of the volcanic conditions of the country, extremely doubtful if it were even feasible. Lake Nicaragua is a sheet of water at a considerable elevation above sea level in a country which is the habitual play-ground of earthquakes: it is not a thing without precedent that lakes have been drained by the sudden opening of subterranean forces of passages for the escape of the waters above-sea level. Even a slight fissure might result in such a cataclysm. Elevated locks under the best of circumstances are unstable things, and a slight subsidence might undo the work of years. These dangers would be reduced to a minimum in the case of the Panama Canal; first, on account of the lower elevation of the contained water; and second, because the land, so far as the experience of four centuries tells, is less subject to subterranean movements.

But even laying aside these accidental circumstances, there seems little doubt that the permanent water level of the lake is undergoing a secular change, and the water is gradually assuming a lower level. Even at present the lake is reported as by no means too deep for its intended use, and further sinking would necessitate a new series of excavations. It is true that the lake offers a through route some three or four hundred miles shorter, than the canal from Colon to Panama, but the time necessarily lost in surmounting the higher elevation, and the time spent in passing the more numerous locks, would more than compensate for the shortened route. Seen then from an engineering point of view, the advantages seem to be all in favour of the Panama line. The disadvantages of the shorter canal would seem to be the greater initial cost; but after all, in view of the absence of any means of making even an approximate estimate of the lake route, and the absolutely incalculable expense of making good subsequent mislapses, this may be set aside as at best an uncertain quantity. On the whole, as time often happens in the past, second thoughts are likely to be best. The world at large, however hardly it thought of the at best very questionable methods with which the early efforts of the promoters of the scheme were advanced, will very gladly see a bold scheme carried out in a manner which will afford some slight recompense for the hardships undergone by its first promoters; and would not be unwilling to see, however tardily, some justice done to the memory of Baron Lesseps.

The plea that there may be difficulties of title connected with the purchase of the Canal works is hardly worth considering where the United States are themselves the purchasers. The Government of President ROOSEVELT is hardly likely to admit bogus claims, and as the old Company is practically bankrupt, the governments concerned will not be exceeding the ordinary legal rights assumed daily in granting full discharges, and acknowledging the new rights conferred. It would be verging on the ridiculous were the United States to permit the Columbian Government to arrest by any overt act, the completion of a work in which all the nations of the world are interested. So far as England is concerned, the adoption of one or other route has passed out of the region of politics; and any right of obstruction has by the recent treaty been formally waived. This does not, however, apply to the rights of Britishers to friendly comment, and as we are one and all anxious that the work should be brought to a speedy termination, we may be permitted to congratulate the States as well as ourselves on the recent decision of the Senate.

Three fatal cases of plague were reported during the 24 hours ended at noon yesterday. All the victims were Chinese.

The new Hongkong coinage is now in circulation, and some people are finding it hard to make the chair and rickshaw coppers understand that the subsidiary coins "b'long ploppa."

Madame Agnes Freed, the vocalist, has been giving successful concerts in Penang and the Native States, and she hopes to be able to arrange a concert in Singapore before taking her departure for India about the end of this month.

A weather notice issued from the Hongkong Observatory yesterday stated that at 10.50 a.m. the barometer had risen in East Japan and fallen elsewhere. The depression was still lying over the Yellow Sea and the west part of the Sea of Japan.

There were no men-of-war at Amoy during the week ended 19th inst.

Captain J. Kynoch, who was formerly in command of the steamer *Maunabo* and latterly chief officer of the old tin-can steamer *Panama*, has taken command of the *Esmeralda*, now trading between Java, Singapore and Hongkong.

The following has appeared in the Singapore *Garrison Orders*:—"It has been decided that non-commissioned officers and men who are invalided from the service on account of loss of teeth, and who would have been made efficient soldiers had artificial teeth been supplied, shall not be entitled to pensions if they have refused such artificial teeth." The authority for this is a War Office order from home.

The Tebrau Planting Company, a Hongkong venture which operates in Johore, was lately in such a bad way through capital running out that the shareholders refused to raise any more money, says the *Straits Times*. At this point, Mr. Larkien of Johore came to the rescue by mortgaging the property, thereby enabling the company to tide over the bad times until the rubber trees come into bearing two years hence. The company's office crop proved to be a disappointment. In short, the company is clanking at rubber.

The *Pingang Gazette* understands from reliable sources that the China Mutual Steamship Company, which was much talked about lately as being bought by Americans, has recently been purchased by Mr. Alfred Holt, and was taken over by him on the first of this month. It will be run by that gentleman as the China Mutual Steamship Navigation Company for one year certain, probably for two years, after which it will be merged into the Ocean Steamship Company. The China Mutual staff in London has been disposed of and given a gratuity by Mr. Holt.

We have received Volume II of *The East of Asia Magazine*, issued from the North-China Herald office. The letterpress and illustrations are of a high order of excellence. Among the contents are "Lama Temples in Feking," by Mr. Ernst Ludwig; "The Heartless Husband" (a Chinese story), translated by Father Henninghaus; "Siam," by Dr. Frankfurter; Selections from "The Three Kingdoms," by Rev. F. L. Hawks Pott, D.D.; "Character Sketches from Chinese History," by Mr. Theodor Metcal; "Chinese Coins," by Rev. H. Hackmann; the "Three Character Classic," by Rev. K. Wilhelm; and "Seoul," by Mr. Esau Thind. A German edition of the magazine is published simultaneously.

We have received from the publisher, Mr. L. Noronha, of 41, Des Vœux Road Central, the first number of a new Portuguese four-page weekly paper styled *O Patriota*. The object of the paper as stated in the leader is to promote the welfare of Macao and its inhabitants, especially the *Mucosenses*. The editor states that the paper should have been published at Macao, but unfortunately the liberty of the Press is not recognised in the neighbouring Colony, hence it is published here, where the editor will have true liberty which will assist him in carrying out the mission undertaken by him. The *O Patriota* is very neatly printed on good paper, and is highly creditable to the publisher. We wish our new contemporary a long and prosperous career.

THE NEW POSTMASTER.

Referring to the appointment of a new Postmaster-General for Hongkong, the *Straits Times* says:—"We hear that Mr. L. A. M. Johnston, who has acted as Postmaster-General here during the absence of Mr. Trotter, and who is now at home on leave, will come out to Hongkong as Postmaster-General in place of Commander Hastings, deceased. Mr. Johnston, whose substantive post is that of Collector of Land Revenue, has had considerable experience of postal work in this Colony. His leave expires in April next. His removal from Singapore will create a vacancy in the commission ranks of the Singapore Volunteer Artillery."

FAST RUN BY AN "EMPRESS" STEAMER.

The Canadian Pacific Railway Company's R.M.S. *Empress of China* arrived at Yokohama at 3 a.m. yesterday. Owing to the late arrival of the mails at Vancouver the vessel was four days behind time in leaving. She has, however, made up most of the time lost, having made the run from Vancouver (including the call at Victoria, B.C.) in 10 days, 18 hours. This is not a record for an "Empress" steamer but it shows what can be done when a quick passage is necessary. The *Empress of China* is due in Hongkong on the morning of Wednesday next, 30th inst., which is well within contract mail time, notwithstanding her delayed departure.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, at 4.15 p.m.

ORDERS OF THE DAY.

Correspondence relative to the erection of a temporary iron latrine at Yaumati.

AGENDA.

- Letter from the Colonial Veterinary Surgeon recommending that premises of the Dairy Farm Company at Pokfulam be declared free from infection.
- Report of the work done by the Visiting Gang during the month ending July 31st, 1902.
- Line-walking Return for the fortnight ending July 31st, 1902.
- Plan for two water-closets and one urinal in the Hongkong Hotel.
- Petition from the pig dealers requesting permission to erect two mounds, one on the beach near Cadogan Street and the other in Forbes Street.
- Mortality Statistics for the weeks ended June 29th and July 6th, 1902.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 22nd July, 7.25 p.m.

UNITED STATES TRADE WITH THE PHILIPPINES.

The United States statistics show that the past year's trade with the Philippine Islands amounted to \$5,000,000, as against \$9,450,7 before the annexation took place. These figures are exclusive of military supplies.

PRINCE KOMATSU IN GERMANY.

Prince Komatsu has arrived at Essau and will visit Krupp's.

[Krupp's vast iron and steel works are the principal industrial feature of Essau, they employ about 15,000 people.—Ed. D.P.]

REUTERS'S SERVICE.

LONDON, 21st July.

THE KING'S HEALTH.

His Majesty King Edward is well and in good spirits.

THE SILVER KING DEAD.

Mr. John W. Mackay, the American Silver King, died in London yesterday.

LONDON, 21st July.

PLEASURE STEAMER IN COLLISION—SERIOUS LOSS OF LIFE.

A tug belonging to the Hamburg-American Line collided with a pleasure steamer on the Elbe, the latter being sunk. Sixty persons are reported to have been drowned.

THE RETURN OF TROOPS.

Ten thousand troops embarked at Durban, on their return home from South Africa, last week. THE SO-CALLED LATIN LEAGUE. Lord Cranborne in the House of Commons stated that the Government had no knowledge of any so-called Latin league between Italy, France, and Spain, for the purpose of regulating the political situation in the Mediterranean and Morocco.

THE FATAL HOUSE COLLAPSE IN YAUMATI.

We understand that Mr. F. A. Hazeland, Police Magistrate, in his capacity as public coroner, has called for an enquiry into the collapse of houses Nos. 30 and 32, Kowloon City Road, Yaumati, during the typhoon early in the morning of Saturday, 19th inst., when ten Chinese were killed and five slightly injured.

MR. E. H. SHARP, K.C.

Before proceeding with the business of the Supreme Court yesterday morning—an appeal against a decision given in Chambers was down for hearing—the Hon. W. Meigh Gwynne, Chief Justice, congratulated Mr. E. H. Sharp on his promotion to be King's Counsel, and remarked that owing to the construction of the Court here, there being no Inner and Outer Bars, it would be impossible to go through the formality of calling Mr. Sharp within the Inner Bar.

The new K.C. bowed his acknowledgment, and the business of the Court commenced.

THE HONGKONG VOLUNTEER CONTINGENT.

[FROM OUR SPECIAL CORRESPONDENT.]

R.M.S. *Tunisian*, Sunday, 22nd June.

We are due to arrive in Liverpool early to-morrow morning. The last notes from my diary were up to the 12th inst.

We embarked on this steamer at 7 p.m., luggage and everything being taken on board The Contingent are all in the fore part of the ship. They occupy 3rd class accommodation. The Volunteers are well satisfied with their quarters. The cabin takes three or four according to size. The food is fairly good.

We left Montreal at 9 a.m. on the 14th inst. We arrived at Quebec that evening, but no one was allowed on shore, as we were only half an hour there. The run down the river was very pretty. We have had all sorts of weather—fine, smooth, rough, sea and cold, sun and rain, etc. This is a good sea boat.

There is a large number of passengers on board—194 first, about 250 second, and about 150 third class. We have the Canadian team for the Bialy meeting, Lt. Col. Barland in command. He is very kindly presented our up in a case of whisky.

On the 17th inst. we passed a splendid ice berg. One of the officers said it was about 150 feet out of the water. It was a fine sight.

On the 19th inst. there was a concert given in the second saloon. Several Volunteers contributed, including Sergt. Wolf, Pte. Heckford, Gr. Tammet, Gr. Jenkins, Gr. Lyskam, and Cor. Hines.

We arrived at Moville, Co. Donegal, Ireland, at 3 p.m. to-day, having again at 3.15 p.m. Sir Thomas Jackson disembarked here. We and the following Hongkong people—Sir Thomas and Miss Jackson, Mr. and Mrs. Clemon Palmer, and Mr. and Mrs. Chas. Skinner (L.D.O. Co. H.K.V.C.). The Volunteers are in good health and spirits; the trip seems to have done them a lot of good. Usual games, drill at 7 and 11 a.m.

RUSSIA'S CHANGING POLICY.

[FROM A SPECIAL CORRESPONDENT.]

Port Arthur, 5th June.

As no one supposes that the lease of this part of the Liaotung Peninsula for twenty-five years carried with it the slightest intention by Russia of terminating occupancy at the end of that term, it is not news to announce that work here performed could not have been more thorough. If Russia had the land in fee, instead of by leasehold, a visit here disposed of certain preconceived notions that seemed well-rooted. If this place were to be reserved as a military and naval station, preparations for a new city, now well advanced, would be difficult to explain. The site of the present town will become a fortress, but the civilian town will be reached as handily as one may, in any city, cross the boundary that separates adjacent wards, and observation at this time can hardly fail to approve a means of escape from a town altogether so unattractive as the old settlement, where the sun glares, the dust blades—except when rain chokes the highways with deep mud—and where locomotion at all seasons is so tortuous, odorous, uneven as to madden everyone less cautious than the roystering Russians and the careless Chinese.

The new town was laid out on modern lines. It covers two miles square and has straight, wide roads, possible exits toward the outlying areas, harbour conveniences suitable for a busy port, and house room for twice the population that could be packed into the present Port Arthur. There will be waterworks and electric lighting. Auction sales in two sections have yielded \$600,000. The cost of laying out the city and supplying it with public works will be defrayed from such sales. The design for the new city looks to develop along lines of peace, and hope expects from the civilian town more benefits to Russia than from the quarter from which civil life is excluded, within the coming year. Dally, the city which is to spring into the commercial arena, may hardly be characterized as a staking horse, but calculations would be wide of the mark which assumed that Port Arthur was to neglect everything except fortifications. Whatever the future may hold for Dally, Vladivostok, or for some seaport near the tip of Corea, this harbour must for some years, be the most convenient under Russian control for railroad business, for which quick transit to the China or Japan coast may be required. It is a natural railroad terminus for passengers or freight destined for either of those countries, for while its position may not be superior to that of Dally, that condition must still be referred to a time ahead, to arrive after the expenditure of from 15,000,000 to 20,000,000 roubles.

Meanwhile the railway will run directly here, as it is doing, and Dally will be off on a branch line. Vladivostok will doubtless attract a trade of its own, for development in that region seems inevitable, but such development is also ahead, and the connection of railway links in northern Manchuria has relegated Vladivostok to an inferior place just now as a railway terminus. With the Russian bay open at both places, it probably does not much matter which of the two ports shall gather in the greater amount of business, but it may not be too much to say that if the element of nationality did not enter into railroad control, and if this port were in other than Russian hands, a start might now be made which would give any other port hereabouts a long start before it could overtake Port Arthur. Purpose to mislead need not be credited to the announcement that no goods will enter here except military supplies, for that intention may be entirely compatible with a miscellaneous commercial use for this port, while other ports are fitting themselves to attract business. Assuming that Russia is alive to trade and investment enterprises, it is not to be supposed that Russian capital will idly await the completion of railway or municipal conveniences at a time when outside energies are heading this way.

Russian advantages in transportation, in seaports, and in prestige among the natives, would probably be secure enough, to excuse ordinarily a belated entry into business competition; but since Russia's work here has been mainly political, with strong military bias, the field now approached is untrodden, and the Russians show no disposition to waste time before familiarizing themselves with it. Hence, the advantages that are obvious may be offset by those not so clearly definable, and Port Arthur seems likely to apply itself to commercial growth, even if the ultimate motive may be only to acquire tangible trade and investment possessions which later on may be pressed into port specially devised to carry on or to control such lines of development.

Port Arthur has relied on Japan for coal, and on the United States for railway iron and supplies, flour and various provisions. These goods could not be brought overland and the message agricultural and mineral returns from the interior forced the port to a choice between Japan and the Pacific coast of America, and those from Odessa. Railway construction has made accessible agricultural districts and coal and iron fields in Manchuria and the outlying region.

There is one point on the railway, not far from Mukden, where native miners have brought coal in carts, a distance of fifty miles, and sold it at two dollars Mexican, or less than four shillings, per ton. It has looked unbecomingly of quality, for the miners rarely sorted it, but some of the best is said to rank with Cardiff coal, and all of it is marketable. Timber four feet in diameter has been brought out of the same district. Various prospectors have lately gone into the district, and reports from them, while intended for general information, bear out native tales of great mineral wealth.

There, the richness of the coal-mines worked by the China Engineering and Mining Co., across the Pochihai Gulf, invests with planality all surmises that lands in Manchuria and elsewhere, which the railway approaches, will respond abundantly to exploration. Iron ore may now be brought almost any distance overland, at rates to compete with cost of freights over the Pacific, if Russia should decide that home products must be used to shut out rivalry.

A problem of some magnitude presents itself in this connection, for this port has been custom free and plans have always contemplated a free port at Dally. That arrangement seems likely to induce trade away from China ports, where the five per cent. tariff rules. Apparently, it was thought, in the first instance, that no barrier would be raised against the transit by rail of such free goods into China. There is no sign yet of a barrier, but the device has worked scarcely at all against China, while it has enabled buyers for the territory back of Vladivostok, a high tariff port, to get goods in by Port Arthur much more cheaply than could Vladivostok merchants who brought in goods in the regular way, paying the Russian duty at Vladivostok, and finding sales impossible, except at a loss, because of the shortness of their competitors in using this place as a free port of entry. Since the government must wish to prevent embarrassment to Russian merchants from this cause, the free port plan may not work. It is, of course, desirable to favour the importation of Russian goods of all kinds. If such goods be brought by sea, charges must be so much greater than the trans-Pacific rates, and the rates across from Japan—that the goods could not compete in price with goods similar in quality from the United States and Japan. Should shipments come by rail, the cost of long haul and the confusion incident to separation of consignments, so that Siberia might escape taxation, to be imposed south of the accepted Russian boundary, would add to cost already as high as in China for many products, and higher than for others, and practically close China markets to imports and defeat the main purpose in opening the Liaotung harbours.

It has been suggested that a customs tax be imposed here and at Dally, with preferential rates for Russian goods; but such a measure would contract the market rather than expand it, and throw burdens on trade in general that could not be borne with any prospect of continued development. A mile step might provoke serious diplomatic results, and yet risk must attend any measure of adjustment. There is present competition for a fiscal genius in disentangling this skein. If they could, the Russians would like to cut their cake and have it too. They wish to push their business far into the North. Railway, bridge and dwelling construction must consume an enormous amount of iron products and railway equipment. They hope to enjoy the proceeds from coal, iron ore, and a variety of mineral resources of this rich land, to supply the market with cotton prints and other cotton goods made in Russia, and to grow in Siberia and Manchuria wheat which may be ground in local mills.

If in these lines they may have the way and so establish a leadership which only superior energy can rival, from them they will do their utmost to meet with strength and skill all competition which they may encounter. To this end they encourage colonisation, realising that the contest for commercial supremacy is to be decided by peaceful means, and yet with as less care and effort than they have given heretofore to soldiers employed for armed aggression and defence. They appreciate how valuable a sturdy yeomanry may be in the furtherance of their purposes. With Russians scattered in all directions, interests of that kind will have the best possible upholders.

Thus while it will not be expedient to oppose heretofore, by measures seriously offensive, incursions by others in trade, investment or exploration, and while exception cannot be taken in any quarter to the use of agencies everywhere recognized as legitimate, Russian interests may become as important, should results turn out as planned, as not only to begin entries on the credit side of the national books, against military debts, but also to justify here and along the frontier further expenditures to hold securely all that may be gained, and lay foundations for the future. Nevertheless if of the main lines of railway, it is not a port to be despised commercially, but in the scramble for foreign trade here, Russia stands in no worse place than any foreign trader, and therefore may capture quite as large a share as any of the other applicants get. That port seems stated in any case, in the free fall.

The Siberian railway may have had its inception in thought of military transportation. In its present stage it is a commercial road, that service is for any other dominating good and efficiency in operation. The only real yet possible by all-rail means is that which ventures, some spirits, able to shift for themselves, and toughened as for a campaign, may take for an experience worth remembering. Most of the trips made overland were by the Kiam River route, which has been superseded by more expeditions and more rapid travel over the newly connected rails which bring Port Arthur nearer in time to St. Petersburg than to Vladivostok.

From present experience, the line will not become efficient for military use as soon as for general travel, and the time for the latter is not definitely calculable. Thus for the present, at any rate, the road will be viewed as much better adapted to commercial than to military call, and improvement will doubtless look for a long time to satisfying a limited patronage, such as passenger travel and odd freights, rather than to providing means for the rapid transfer of bodies of troops. A

quicker and surer way of landing men and ammunition is by sea transport.

With the railway establishment, a telegraph service has become operative which presents drawbacks of a crude order but which answers commercial requirements fairly well, and induces business at the comparatively low rates at which it carries messages—the cost per word being 10 kopecks, or five cents gold, to Manchurian points, 15 kopecks to points in Russia, 50 kopecks to London, and 98 kopecks to New York; ocean cable rates having been from here \$2.80 (Mexican) per word to London, and \$3.30 to New York. However sceptical observation may be as to the real purpose of the railway and telegraph, the creation of a fleet of twenty or more ships, for a coasting trade over a route from Shanghai to Vladivostok, touching at this and other northern ports, and at points in Japan, will hardly be charged to other than commercial account. Two ships in the fleet make 16 knots per hour, a speed not approached by any other port in the coasting trade.

Port Arthur as a town, remains as good a specimen of dirt and ramshackle dinginess as it was before the Russians occupied it. Their work on it has not been intended for the public eye, or for other than military and official information. With an attractive new city in the hollow of the sheltering hills, the old blot will disappear or be covered by the wall of a fort. That will be a distinct gain for decency whatever may await the civil port in commercial lines.

THE CORONATION NAVAL REVIEW: AS IT WAS TO BE.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 21st June. It only requires fine weather, which at present we are not having, to make the 28th a record day. The British ships have commenced to assemble at the famous old roadstead Spithead, but in other two days all the vessels will be in their allotted positions and by the 24th all the foreign vessels will have arrived. It may be interesting to note the force that will be present at Spithead on Saturday, June 21st. There will be 21 battleships, 101st class cruisers, 132nd class cruisers, 244 class cruisers, 1400, 17 torpedo gunboats, 32 torpedo boat destroyers, 7 torpedo boats and 102mining ships, making a total of 113 pennants, whilst the personnel will be 29,991 officers and men. The foreign men-of-war will number 18, and taken in alphabetical order will consist of the following: Argentina, Austria, Hungary, Chile, Denmark, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sweden, and United States, each country sending one ship except Japan, which sends three, and Portugal two, and amongst these there will be 11 admirals' flags flying.

The following naval lieutenants have been told off to the foreign warships, and will remain attached to them until the Review and the festivities connected with it have ended: J. B. Waterlow, of H.M.S. *Magnificent*, to the cruiser *Montcalm* (French); B. G. Washington, of H.M.S. *Mari*, to the *ed. Norge* (Norway); G. T. C. P. Swaby, of H.M.S. *Prince George*, to the *Polyda* (Russia); J. R. Segrave, of H.M.S. *Pembroke*, to the *Don Carlos* (Portuguese); W. L. Williams-Mason, of H.M.S. *Doris*, to the *Carlos V* (Spain); J. L. S. Kinkaid, of H.M.S. *St. George*, to the *Holland* (Dutch); R. G. Stone, of H.M.S. *Hyacinth*, to the *Para* (Greece); M. L. Hutton, of H.M.S. *Juno*, to the *Seigneur* (Austrian); G. D. Jephson, of H.M.S. *Noble*, to the *Chacabuco* (Chile); C. L. Cambridge, of H.M.S. *Furiosa*, to the *Presidente Sarmiento* (Argentine); Captain J. E. Crowther, R.M.L.I., interpreter in Russian, has been appointed to H.M.S. *Victory* for duty during the Review, and will be attached to the Russian flagship.

Six trains conveying the Royal and distinguished guests will run from London to Portsmouth on the morning of Review day. They are due at the High Level platform, Portsmouth, at 9.55 a.m., 10.5 a.m., 10.15 a.m., 10.25 a.m., 10.45 a.m., and 11.35 a.m., and will run into the Dockyard by way of Unicorn Gate, discharging their passengers at the North Railway Jetty, where extensive platforms are being erected for that purpose.

Amongst the other events to be celebrated in Portsmouth on Coronation Day, not already announced, will be a banquet in the Drill Hall of the R. N. Barracks to 1,000 men from the foreign ships of war, with 500 British seamen and marines as hosts. At the invitation of the Mayor, all officers and men of foreign ships, in uniform, will have the free use of the electric train cars, free admittance to the Naval and Military Exhibition, International Naval Athletic Sports on the United Service Recreation Ground on the 27th, and an open-air service on the same ground at 10 a.m. on Sunday, 29th, when the Mayor and Corporation will attend.

Particulars have now come to hand as to how the Coronation Fleet will be moved at Spithead. The Fleet will be organised in sub-divisions as shown in the following list for Review purposes, postal and other arrangements. The letter 'S' against a ship's name denotes the Senior Officer of the sub-division:—

Line E.—*Magnificent* (S.), *Mars*, *Prince George*, *Majestic* (S.), *Jupiter*, *Hannibal*, *London* (S.), *Noble*, *Sulley*, *Ariadne*, *Furiosa* (S.), *Doris*, *Pactolus*, *Prometheus*, *St. George* (S.),

Hyacinth, *Juno*, *Minerva*, *Brilliant*, and *Rainbow*.
Line D.—*Resolution* (S.), *Trafalgar*, *Nile*, *Revenge* (S.), *Assau*, *Camperdown*, *Empress of India*, *Sons of Paris* (S.), *Blenheim*, *Collingwood* (S.), *Edinburgh*, *Devastation*, *Hero*, *Conqueror*, *Hamble*, *Immortalité*, *Orlando*, *Narcissus*, *Australia* (S.), *Galatea*.

Line C.—*Severn*, *Melanpus* (S.), *Andromache*, *Scylla*, *Retribution*, *Apollon*, *Jaseur*, *Harard* (S.), *Spunkier*, *Alarm*, *Shipjack*, *Jeda*, *Speedwell*, *Onyx* (S.), *Renard*, *Circe*, *Jasun*, *Grash*, *per Antelope* (S.), *Gleaner*, *Sheldrake*, *Sharpshooter*, *Seagull*, *Fantome*, *Northampton* (S.), *Calliope*, *Cleopatra*.

Line B.—*Wizard*, *Hunter*, *Hasty*, *Zebra*, *Syren*, *Success* (S.), *Bullfinch*, *Havock*, *Hornet*, *Swordfish*, *Porcupine*, *Sturgeon*, *Haughty*, *Ranger*, *Snapper*, *Roebuck*, *Ratcliffe* (S.), *Lynx*, *Corlew*, *Shark*, *Savagely* (S.), *Lively*, *Viper*, *Vigilant*, *Opossum*, *Charger*, *Decoy*, *Dasher*, *Seafarer* (S.), *Martin*, *Pilot*, *Nautilus*, *Liberty*, *Wanderer*, *Dolphin*.

Line A.—*Fervent*, *Zephyr*, *Starfish*, *Ele tra*. Ships in lines D, E, F, are to be 13 cables apart; in line C, 13 cables apart; and in line B one cable; the distances of ships apart in column being reckoned from bow to bow. There are to be eight columns of ships, with 20 vessels in the two principal lines, and 30 in the lines for smaller craft. The main lines are lettered from A to H, the A line being nearest the Portsmouth shore, and H nearest the Isle of Wight. Line A is filled by torpedo-boats and Government yachts, the latter being placed nearest Gillskicker Point. Next come torpedo-boat destroyers. C line consists of second and third-class cruisers and torpedo gunboats, D and E of battleships and cruisers, and F of the 16 foreign men-of-war. After making the tour of the lines the *Victoria* and *Albert* will anchor between E and F lines, between the German and Italian men-of-war, and the King will receive the senior officers of the British and foreign warships on board the *Victoria* and *Albert*.

G, approaching the fleet, the *Victoria* and *Albert* will enter the lines between B and C, returning between C and D, and then steaming up between D and E, and after rounding the *Oden* at the eastern end of the line, proceed between E and F to the position indicated.

It has now been officially notified that all the British ships will be connected with each other by submarine telegraph cables. Each flagship will be at the head of a group of ships connected by electric cables, and cable will connect each flagship. In the same way the fleet will be in telegraphic and telephonic communication with Horse Sand and Gillskicker forts, and these in their turn will be in similar communication with the Commander-in-Chief's office, Portsmouth. The two forts will be in charge of the Chatham and Doroport signalling staff. A station about on H.M.S. *Despatch* will be in charge of the Portsmouth signalling staff. These communications are to be maintained from June 24th until the fleet disperses.

Directions have also been given as to the saluting when the King passes in the Royal yacht. All the officers are to form a line on the poop and salute together, afterwards remaining at attention until the whole of the Royal procession has passed. Ships are also to be manned.

POLICE COURT.

Wednesday, 23rd July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

EMBEZZLEMENT BY AN EUROPEAN. Edward W. Langley, of Ireland, an assistant in the Victoria Dispensary and resident at the Cosmopolitan House, was charged with having on 14th May, 1901, and on 4th May, 1902, taken from a servant, to the Victoria Dispensary, feloniously and fraudulently embezzled and stole the two several sums of \$42.40 and \$36, received by him for his employers. The defendant, who was formerly chief of police in Honolulu, pleaded guilty and was sentenced to six months' imprisonment with hard labour.

DANGEROUS ATTEMPT SUICIDE. John Owen, of Denmark, boatman of the sailing ship *Dynamos*, pleaded guilty to attempting to commit suicide on the ship by cutting his throat, and was sentenced to seven days' hard labour. Owen indicated a deep gash, and had to be removed to the Government Hospital, from which institution a certificate was sent to his Worship affirming that the defendant was now able to appear at the Police Court.

ALLEGED ASSAULT BY A SOLDIER. A lunkhead told the Bench that when he ordered Daniel Marshall, a private in the Welsh Fusiliers, whom he found sleeping after three o'clock in the morning in the vicinity of the Government Office, to get up, to get up out of that and take himself off, Marshall rose to his feet and gave him a blow on the nose. Marshall denied this, and as the charge was not supported by the evidence, his Worship dismissed it.

ROBBERY. Li Chuek and Chan Shui, coolies, were sentenced to three months' hard labour each for stealing \$32 and various articles of personal wear and adornment from Chan Shing, a farmer in Yunnan.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THE KOWLOON MICHKA COOLIE. Remarks have already appeared in this column regarding the idiosyncrasies of the Kowloon michka coolie, and the following is another illustration of the idiosyncrasy exhibited by him when he feels disinclined to accept a law. At 6.45 p.m. on the 18th inst. Lieut. Dimy, H.K.S. *B.R.A.*, sent his "boy" to call a michka. In Elgin Road he saw one, and asked the coolie to go to Lieut. Dimy's quarters, but the latter flatly refused to do so. The "boy" noted the number of the michka, and Lieut. Dimy, who reported the incident to Inspector Williamson, was thus able to have the coolie summoned.

His Worship, after hearing evidence, dismissed the charge against the defendant of refusing to accept a law. The defendant of refusing to accept a law is not bound to leave the stand unless personally engaged by the passenger.

LATE TELEGRAMS.

NEWS VIA CABLE.

GENERAL NEWS.

CRICKET.

London, 5th June. Cambridge beat Oxford by five wickets. Surrey beat Derbyshire by seven wickets. Gloucester beat Somerset by three wickets. Nottingham beat Leicestershire by 161 runs.

The match Australia v. Warwickshire has been abandoned owing to rain. The match Hants v. Sussex was drawn. The Players beat the Gentlemen by an innings and 68 runs.

POLO.

London, 5th July. The Polo Freebooters have won the Hurlingham Championship Cup.

London, 6th July. Ranelagh has won the International Polo Tournament. In the final Ranelagh beat the Spanish team by 3 goals to 2.

SANDHURST AND RESTRICTION. London, 7th July. Lord Hugh Cecil urges the Sandhurst students to protest against restriction as a method of discipline.

Later. Mr. St. John Brodriek said that he fully concurred with Lord Roberts' disciplinary measures at Sandhurst.

STREET BETTING. London, 7th July. The report of the Committee of the House of Lords on betting has been published. They recommend that stringent legislation be adopted to suppress street betting.

"CHICAGOISING" LIVERPOOL. London, 7th July. Americans are acquiring a great provision business at Liverpool.

SLATIN PASHA ON THE SOUDAN. London, 7th July. Slatin Pasha, interviewed by Reuters' Vienna correspondent, says that he advocates the introduction into the Soudan of strong, but not speedy, automobiles as a substitute for railways. He favours the development of the Soudan on agricultural, not mining, lines.

THE PRINCE AND PRINCESS OF WALES. Calcutta, 9th July. A local paper states that tentative arrangements are being made in India for the reception of T. R. H. the Prince and Princess of Wales in December.

Later. Nothing is known at Simla of arrangements being made in India for the reception of the Prince and Princess of Wales in December. Their Royal Highnesses are not expected in India until the autumn of 1903; but nothing has been settled about their visit.

INDIAN RAILWAY OFFICIAL FOR CHINA. Calcutta, 9th July. Mr. Wynne has definitely accepted the offer of the Peking Syndicate, and has resigned his position as Agent of the Bengal-Nagpur Railway. Mr. Beckett will officiate and will probably be confirmed.

MAILED BY A TIGRESS. Calcutta, 9th July. Major F. T. Williams, of the 28th Madras Infantry, who was mauled by a tigress, died in Madras Hospital on Monday night.

KING'S HOSPITAL FUND. Calcutta, 8th July. The Maharajah of Japur has given £5,000 to the King's Hospital Fund.

THE SHIPPING COMMISSION'S OFFER. London, 8th July. Mr. Arnold-Forster, speaking in the House of Commons, said that Mr. Fremont Morgan's offer on behalf of the Shipping Commission, to place the ships at the disposal of the Admiralty for the next fifty years, had not yet been accepted, because it will only be treated in relation to British shipping generally. It is being very carefully considered. Mr. Arnold-Forster said that he would make a general statement as soon as possible.

COTTON CRISIS. London, 8th July. The cotton crisis in Lancashire is becoming more acute. The trade regards a heavy reduction in the output as the only solution.

THE SIAM CROWN PRINCE. London, 8th July. The Crown Prince of Siam has arrived at Paris and has been received by President Loubet.

DUKE OF NORFOLK'S DEBARKMENT. London, 8th July. The Duke of Norfolk's only son is dead.

CAYLON AND TAN ALL-BRITISH CABLE. London, 9th July. The *Daily Mail* announces that it is able to confirm the statement that the Caylon-Coccos cable is being considered by the Eastern Telegraph Company, which will shortly decide the matter. The Caylon-Mauritius project has not yet been discussed officially.

THE GLASGOW FOOTBALL DISASTERS. London, 10th July. Mr. Alexander McDougall, the contractor for the Ibrox Park stand at Glasgow, has been acquitted after standing his trial on a charge of homicide experts stating that the text-books are misleading and out of date.

PORTUGUESE PRINCE IN TROUBLE. Calcutta, 11th July. The Royal Prince Francis Joseph of Braganza, two games and an adult, were reported at Southwick, on the 3rd instant, on a grave charge alleged to have been committed on the 25th ultimo. The Prince was admitted to bail.

FRENCH CONSOLS. London, 10th July. The French Chamber and Senate have agreed upon the conversion of the three-and-a-half Renten into three per cents.

FRANCE IN RIAM. London, 10th July. *Le Temps*, in a leading article, says that France must clearly stand her action in Siam. France is free to act as she thinks expedient within her sphere, but she must devote herself to defending her position on the (P) Menam Valley, which is only possible if she possesses the confidence of the Siamese.

HENLEY REGATTA. London, 10th July. All foreign and Colonial competitors at Henley have been defeated.

In the Diamond Sculls final Mr. Kelly beat Mr. Etherington Smith.

SOUTH AFRICAN AFFAIRS. DEVELOPMENT SCHEMES. London, 6th July. Considerable progress has been made in the scheme of land settlement in the Transvaal and the Orange River Colony. The number of applicants is enormous. Temporary settlement is being made in urgent cases. Large schemes of irrigation are contemplated by the Imperial Government. The military railways will be constructed by the Central and South African railways. Lieut. Colonel Sir E. G. Gurnard has been appointed Railway Commissioner.

THE LADYSMITH HELIOGRAMS.

Calcutta, 9th July. The London correspondent of the *Englishman* telegraphs on the 7th inst., as follows:—General Sir Buller has published his Lady Smith heliograms. They differ materially from the version given by "The Times History of the War." The following is the *Times* History version (General Buller's) as it appears:—"Certain I cannot relieve Lady Smith for another month. Even then only by means protracted siege operations. You will burn your fingers, destroy your gun, fire away your ammunition, make best terms possible with general besieging forces, after giving me time fortify myself on Tugela."

SIR CHARLES WARREN'S CASE. London, 10th July. Mr. St. John Brodriek, in the House of Commons, said that there is no similarity in the cases of Sir Buller and Sir Charles Warren; and to allow a rejoinder from Sir Charles Warren would be contrary to precedent and to discipline.

THE CAPE CONSTITUTION. London, 7th July. The *Daily News*, the *Daily Chronicle*, and the *Standard* welcome Mr. Chamberlain's decision regarding the Cape Constitution. The *Times* and the *Daily Telegraph* admit misgivings on the subject. The *Morning Post* is astonished that the Government should over-ride the well-trained judgment of Lord Milner.

Later. The mass of opinion commands Mr. Chamberlain's decision on the question of the suspension of the Constitution of the Cape Colony. The Colonial Ministers assembled in London unanimously approve. Sir Gordon Sprigg hastens his return for the purpose of meeting Parliament. It is conceived that there will be a full and sufficient majority for passing the Indemnity Act.

NATIVE LABOUR AND THE REND. London, 7th July. The *Times* correspondent at Johannesburg states that anxiety is felt regarding the supply of native labour. There will probably be a permanent difficulty in making the supply of native labour keep pace with the growing requirements of the Rand.

EX-SOLDIERS AS MINERS. Calcutta, 9th July. The London correspondent of the *Englishman* telegraphs on the 8th instant, as follows:—The *Times* publishes a telegram from Sir Johannesburg correspondent stating that, owing to an insufficient supply of native labour, it is proposed, as an experiment, to employ discharged soldiers.

A "HISTORY" BY BOTH. General Louis Botha has informed the correspondent of the *Daily Mail* that he is arranging to write an official history of the war, in conjunction with General de Wet and the other Boer leaders.

THE TERMS OF ALLEGIANCE. London, 8th July. The Earl of Onslow, the Under Secretary of State for the Colonies, has stated in the House of Lords that only those prisoners-of-war who accept the position of subjects of the King will be allowed to return to South Africa; but the British Government is willing to accept a formal declaration where there are objections to the oath of allegiance. His Lordship further said that there would certainly be a difference between foreigners and burghers under the peace terms: burghers were entitled to repatriation, but foreigners were not.

RETURNING BOERS. Calcutta, 11th July. The London correspondent of the *Englishman*, telegraphing on the 9th instant, states that arrangements are now being made for the repatriation of the Boer prisoners abroad. It is hoped to commence sending them back almost immediately. Small district commissions with resident magistrates presiding, have been appointed to supervise the work.

THE THIRD TEST MATCH. ENGLAND BADLY BEATEN. London, 5th July. In delightful weather and with a good attendance Mr. Joseph (not out 53) and Tyldesley (not out 11) resumed their innings at Sheffield to-day. The start was disastrous. Mr. Joseph being given out leg before wicket to Trumble when he had made 3 runs to his total. A. C. MacLaren came in and played a fine innings but received little support. C. B. Fry left after scoring 4 runs, being given out leg before wicket to Trumble, whilst E. S. Jackson, after scoring 14 runs, fell a victim to Noble. Lilly led made 9 runs when Noble got his wicket; and Brand and making 9 runs was caught out by Armstrong, also off Noble's bowling. A. C. MacLaren, after playing a fine innings, was caught by Trumper off Noble's bowling, and first fell to Noble for a "duck." Rhodes and Barnes had made 7 and 5 runs respectively, when Trumble bowled Barnes, and the innings, with 7 extras added, finished for 193 runs, or 143 behind. The following are the full scores and bowling analyses:—

ALL ENGLAND. Second Innings.

Abel, b Hill, b Noble	8
Mr. Joseph, lbw, b Trumble	53
Tyldesley, b Trumble	14
Mr. Joseph, lbw, b Trumble	4
Mr. Jackson, b Noble	14
Lilly, b Noble	14
Brand, b Noble	9
Hill, b Noble	9
Rhodes, not out	7
Barnes, b Trumble	5
Extras	7
Total	193

BOWLING ANALYSIS.

Runs.	Wickets.	Average.
Noble	53	8.66
Trumble	49	12.26
Trumper	19	0
Saunders	65	0

An amusing excuse for Mr. Kruger's action in retreating to Europe with two millions of money, and leaving his wife to the care of the British Army, was made at the time by an old Scotch gamekeeper in Aberdeenshire, who was a great admirer of Paul Kruger. His master told him that Kruger had fled and left Mrs. Kruger behind him, adding, "Well, what do you think of Mr. Kruger now?" The gamekeeper, in a sad and sympathetic voice, replied, "Oh, sir, but many a man would be glad to do the same."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Yokohama yesterday, at 3 a.m., and is due here on the 30th inst., a.m.

The A.L. steamer *Tirok* left Shanghai for this port yesterday.

The N.Y.K. steamer *Yamato Maru* (Australia Line) left Kobe via Shimoda and Nagasaki for this port on the 22nd inst., p.m., and is expected to arrive here on the 29th inst.

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

884

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the

LATEST IMPROVED SINGER SEWING MACHINES

AT No 3A, WYNDHAM STREET.

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN FREE OF CHARGE.

Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to Repairing.

A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES

MADE IN GERMANY.

THE SINGER MANUFACTURING CO.

(OFFICES IN EVERY CITY IN THE WORLD.)

Hongkong, 22nd July, 1902.

THE CAPTURE OF AN ARMED DHOW.

EXCITING CHASE. The Aden correspondent of the *Times* of India sent details on the 8th inst. of a recent capture of a dhow with munition, of war for the Mad Mullah by H.M.S. *Perseus* which show that the affair was exciting.

Captain Pears, finding that men-of-war were useless in capturing these dhow, owing to the smugglers dropping the guns overboard when a big ship was sighted, fitted up two dhow with 8-pounder guns, and placed a crew of bluejackets in them under the charge of a naval officer.

One of these dhow, under Lieutenant Bevan, was cruising along the Arabian Coast, when the officer observed a dhow of a suspicious appearance heading towards the African Coast. One of the Arab crew was sent aloft to wave a cloth. Observing these signs the strange dhow approached closer; but, probably observing the 8-pounder in the bow of Lieutenant Bevan's craft, she suddenly turned completely round and steered direct for the shore. The beach was then about two miles distant. Lieutenant Bevan ordered a blank charge to be fired across the "enemy's" bow to induce her to stop. Instead of complying with this polite request, the strange dhow replied with rifle shots, and half a dozen bullets flew over the British craft; one narrowly missing Lieutenant Bevan, who, with the exception of the Arab crew, was the only one exposed. Another blank charge was fired; but again the reply was rifle bullets, whereupon Lieutenant Bevan ordered a shell to be fired. Several shots took effect on the hull of the chase, until one shell cut the halyards of the sail, which clattered down on the deck. The two dhow were quickly close together, and none too soon as they were then only half a mile off the beach.

As Lieutenant Bevan's dhow steered alongside the other, a tall Arab on the poop, whose self was waving locally at his side, wounded raised his rifle with his right hand, and pointed it point blank at a petty officer who was only a few feet away. Before he could pull the trigger, however, Lieutenant Bevan brought him down with his revolver; and with his fall all opposition ceased. The decks of the captured dhow presented the appearance of a shambles. The man steering had been killed by a shell which, crashed through the stern bulwark of the dhow, and almost cut him in two; while another man had his legs almost severed from his body. Cossed in the dhow were 64 rifles, and in her hold was found a large quantity of material for making gunpowder, and several tons of lead for manufacturing bullets. Soon after the contraband goods had been transferred to Lieutenant Bevan's dhow, and the prize taken in tow, the *Perseus* hove in sight, and the gallant officer was enabled to make an immediate report to his commandant.

officer, who complimented him upon his successful adventure. The whole of the crew of the prize, with the exception of the three mentioned, jumped overboard and swam forth to shore. No attempt was made to intercept them. The two who were killed were buried by Mahomedans among Lieutenant Bevan's crew, and the one shot by Lieutenant Bevan, who had been previously wounded by shell, was carried on to Aden, where he died soon after arrival. There were no casualties among Lieutenant Bevan's crew.

MOET & CHANDON'S "DRY IMPERIAL" CHAMPAGNE

PER 1 DOZEN BOTTLES ... \$54.
PER 2 DOZEN 4-BOTTLES ... \$56.

MARTEL'S THREE STAR BRANDY

PER DOZIN ... \$30.

KING EDWARD VII. LIQUEUR SCOTCH WHISKY

PER DOZEN ... \$20.

SPARKLING REDBURGUNDY

from the famous Cellars of Messrs. GUICHARD, POTHERET & CO

SOLE AGENTS—

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until withdrawn. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS (Code: A.B.C.), 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

MACHINERY.—AGENT WANTED on commission for large British engineering firm wishing to take up new branches. Apply with particulars to "AGENT" Care of KITH'S ADVERTISING AGENCY, 59, George Street, Edinburgh, Scotland. [2016]

TO LET.

"STRAWBERRY HILL," THE PEAK. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 24th July, 1902. [2017]

TO LET.

"GLENIFFER," KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 24th July, 1902. [2018]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction, on

TUESDAY,

the 5th day of AUGUST, 1902, at 3 P.M., at his Sales Rooms, in Duddell Street, THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria in the Colony of Hongkong, viz.:

All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Sub-section 1 of Section A of Island Lot 1, 25, with the Messuage and Building erected thereon and known as No. 1, Ladder Street, Area 635 square feet. Term 75 years and a further term of 924 years. Annual Crown Rent \$9.

For further Particulars and Conditions of Sale, apply to JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Mortgagees; or to THE AUCTIONEER. Hongkong, 24th July, 1902. [2019]

A NEW SENSATIONAL

SERIAL

BY

WILLIAM LE QUEUX

(AUTHOR OF "WHOSE FINDETH A WIFE," "IF SINNERS ESTABLISH THEM," "PURPLE AND FINE LINES," &c., &c.)

WILL APPEAR IN OUR COLUMNS

ON WEDNESDAY, 30th JULY,

ENTITLED

"THE SEVEN SECRETS."

Mr. Le Queux, the popular novelist, is intimately acquainted with nearly every European country, and with the various types of European life, especially in their political and diplomatic aspects; and when it is borne in mind that his experiences give him command of very rich and varied sources of material, it need occasion no surprise that the reading and re-reading of his works is an ever-fresh delight to countless admirers. Hongkong, 24th July, 1902. [2014]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE.

THE Company's Steamship "LAERTES," Captain Parkinson, will be despatched on WEDNESDAY, the 30th inst. For Freight or passage apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th July, 1902. [2015]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"BAYERN,"

OF THE NORDDEUTSCHE LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary given before 10 A.M. To-day, the 23rd inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th July, at 9.30 A.M. and THURSDAY, the 28th July, at 9.30 A.M. All Claims must reach us before the 5th August, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELBROES & CO., Agents. Hongkong, 23rd July, 1902. [2016]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILGLEN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 23rd July, 1902. [2013]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 24th July, 1902, at Noon, at the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS, KOWLOON, FOR ACCOUNT OF THE CONCERNED, QUANTITY OF

TOWNSVILLE SANDALWOOD. (Weighing About 185 Pounds.) Terms.—Cash on delivery. HUGHES & HOUGH, Auctioneers. Hongkong, 21st July, 1902. [1993]

GOVERNMENT NOTIFICATION. No. 409.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 28th day of JULY, 1902, at 3 P.M., are published for general information. By Command, F. H. MAY, Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of JULY, 1902, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

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Particulars of the Lot.

INSURANCES

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ESTABLISHED 1836. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE, at Current Rates. WM. MEYERINK & CO. Hongkong, 3rd June, 1902. [1573]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.) THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO. Hongkong, 7th February, 1901. [472]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1861. Cash Security £263,710 Total Losses Paid £8,769,240 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO. Hongkong, 22nd July, 1902. [1427]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against Fire at Current Rates. STEINSEN & CO. Hongkong, 20th May 1895. [27]

PHENIX FIRE OFFICE. The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LARRAIK & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [28]

NOTICE. WE have this Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY, and are prepared to ACCEPT RISKS at Current Rates. ALEX. ROSS & CO. Hongkong, 1st July, 1902. [1829]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. STEINSEN & CO. Hongkong, 16th November, 1872. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÜCKELMANN & CO. Agents. Hongkong, 21st April, 1897. [118]

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON. ESTABLISHED 1824. CAPITAL £2,000,000. Invested Funds, £4,900,000. Annual Income, £1,000,000. Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to SANDER, WIEBER & CO., Agents in Hongkong. Hongkong, 16th July, 1902. [1945]

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. STEINSEN & CO. Agents. Hongkong, 18th May, 1892. [2]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,693. I. AUTHORIZED CAPITAL £2,000,000 0 0 SUBSCRIBED CAPITAL £2,750,000 0 0 PAID-UP CAPITAL £87,500 0 0 II. FIRE FUNDS £2,095,548 5 2 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. Agents. Hongkong, 1st July, 1902. [1796]

SALAMANDER FIRE INSURANCE COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HETZ, JACOB & CO. Hongkong, 2nd April, 1900. [29]

DAVID COSSAR & SONS MERCHANT NAVY NAVY BOILED LONG FLAX BELLAIR CROWN TABBING ARNHOLD, KARBURG & CO. Sole Agents. [228]

PURE FILTERED HIGH-CLASS AERATED WATERS. THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP. Kola Champagne, Cherry, Orange, Champagne, Elder, Lemon, Peach, Strawberry, Apple, Tonic, &c., &c. Address THE ROYAL AERATED WATERS MANUFACTORY, WORKS, WEST POINT, OR F. P. DANENBERG, Telephone, 387. Price List and Order-book on Application. [1674]

PUBLIC COMPANIES

THE PUNJON MINING COMPANY, LIMITED.

IN accordance with Articles Nos. 28 and 27 of the Articles of Association of the Company, NOTICE IS HEREBY GIVEN that the following Shares will be liable to be FORFEITED, unless the Call due on the 15th day of November, 1901, be paid, together with INTEREST at 10 per cent. per Annum, at the Office of the Company, No. 15, Beaconsfield Arcade, on or before the 25th day of July, 1902.

The following are the distinguishing Numbers of the Ordinary Shares:—

741/705	1271/1370	2550/2583
3134/3189	4233/4284	5381/5480
6532/6651	8744/8843	9269/9318
9409/9518	9919/10018	11704/11733
12973/12997	12444/12493	12987/12996
12977/12706	14003/14012	15493/15282
18378/15700	15935/15854	17991/17445
19364/19133	19134/19183	19184/19233
19294/19133	21406/21415	21416/21419
21433/21447	21975/21990	22100/22121
22323/22421	22897/22946	22947/22971
22972/22991	22992/23010	23036/23090
2397/24096	24007/24106	24197/24246
24297/24390	24787/24906	24907/24856
25114/25143	25444/25493	25519/25543
25544/25568	25619/25643	25649/25698
25699/25723	25724/25748	25749/25798
25799/25823	25824/25848	25849/25898
25899/25923	25924/25948	25949/25998
25999/26023	26024/26048	26049/26098
26099/26123	26124/26148	26149/26198
26199/26223	26224/26248	26249/26298
26299/26323	26324/26348	26349/26398
26399/26423	26424/26448	26449/26498
26499/26523	26524/26548	26549/26598
26599/26623	26624/26648	26649/26698
26699/26723	26724/26748	26749/26798
26799/26823	26824/26848	26849/26898
26899/26923	26924/26948	26949/26998
26999/27023	27024/27048	27049/27098
27099/27123	27124/27148	27149/27198
27199/27223	27224/27248	27249/27298
27299/27323	27324/27348	27349/27398
27399/27423	27424/27448	27449/27498
27499/27523	27524/27548	27549/27598
27599/27623	27624/27648	27649/27698
27699/27723	27724/27748	27749/27798
27799/27823	27824/27848	27849/27898
27899/27923	27924/27948	27949/27998
27999/28023	28024/28048	28049/28098
28099/28123	28124/28148	28149/28198
28199/28223	28224/28248	28249/28298
28299/28323	28324/28348	28349/28398
28399/28423	28424/28448	28449/28498
28499/28523	28524/28548	28549/28598
28599/28623	28624/28648	28649/28698
28699/28723	28724/28748	28749/28798
28799/28823	28824/28848	28849/28898
28899/28923	28924/28948	28949/28998
28999/29023	29024/29048	29049/29098
29099/29123	29124/29148	29149/29198
29199/29223	29224/29248	29249/29298
29299/29323	29324/29348	29349/29398
29399/29423	29424/29448	29449/29498
29499/29523	29524/29548	29549/29598
29599/29623	29624/29648	29649/29698
29699/29723	29724/29748	29749/29798
29799/29823	29824/29848	29849/29898
29899/29923	29924/29948	29949/29998
29999/30023	30024/30048	30049/30098

THE HONGKONG ICE COMPANY, LIMITED. NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half-year ended 30th June, 1902, of Four Dollars per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on or after MONDAY, 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers. Hongkong, 15th July, 1902. [1941]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED. NOTICE.

AN INTERIM DIVIDEND of Six Dollars per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th inst., both days inclusive.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 14th July, 1902. [1931]

THE WEST POINT BUILDING COMPANY, LIMITED. NOTICE.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th inst. (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 15th July, 1902. [1943]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY MEETING of the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th August.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 26th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.

FOR	HOMEWARDS.	TO SAIL.
LONDON	"ULYSES"	On 5th August.
LONDON and ANTWERP	"TELEMACHUS"	On 12th August.
LONDON	"DARDANUS"	On 18th September.
LONDON	"PYRRHUS"	On 24th September.
LIVERPOOL Direct	"DARDANUS"	On 24th September.

Hongkong, 15th July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL.
AMOI and SHANGHAI	"KIUKIANG"	On 25th July.
SHANGHAI	"WIAWIA"	On 28th July.
TIENSIN	"NANCHANG"	On 28th July.
CEBU and ILOILO	"KAIFONG"	On 29th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, via SWATOW	"DAIGI MARU"	SUNDAY, 27th July.
AMOI	"T. KITANO"	SUNDAY, 3rd August.
TAMSAI, via SWATOW	"DAIJIN MARU"	SUNDAY, 3rd August.
AMOI	"T. KITANO"	WEDNESDAY, 30th July.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 30th July.
AMOI	"G. SAKANO"	WEDNESDAY, 30th July.
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 30th July.
AMOI	"T. KITANO"	WEDNESDAY, 30th July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tsimtse to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

STEAMSHIP	Tons.	CAPTAIN	HONGKONG
"INDRAVELLI"	3,152	Graven	July 28, 1902
"INDRAPURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRAMA"	3,152	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, FONDICHERY, MADRAS,

CALCUTTA, DIBOUTI, EGYPT,

MAREILLE, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 28th July, 1902, at

1 P.M., the Company's Steamship

"ANNAM," Captain Bellier, with

Passengers, Specie and Cargo, will

leave this port for MARSEILLE, via

PORT OF CALL.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit, through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Passages until 3 P.M., on the 27th

July. (Parcels are not to be sent on

board; they must be left at the Agency's Office).

Contents and Value of Packages are required.

For further particulars, apply at the Company's

Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's

accelerated line to Trieste).

THE Company's Steamship

"TIROL,"

Captain von Brühl, will be despatched as

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENLEUCH,"

Captain Thompson, will be despatched as above

on THURSDAY, the 31st inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th July, 1902.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLAVERS,"

Captain Bee, will be despatched as above on or

about the 31st inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 15th July, 1902.

UNITED STATES AND CHINA-JAPAN

S.S. LINE.

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG

AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched

as above at monthly intervals, carrying

Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAMA" 15th Aug. 1902.

S.S. "INDRAMA" 15th Sept. 1902.

S.S. "INDRAMA" 15th Oct. 1902.

For Freight and further information, apply to

JARDINE, MATTHEWSON & CO.,

Agents.

Hongkong, 15th July, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the

Owners will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crew

of the following Vessels during the stay in

Hongkong Harbour.

ADOLPH OBBER, Amr. barque, S. Amesbury.

Standard Oil Co.

ALLAN Cameron, ship, McKay—Standard

Oil Co.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Chevalier, will be despatched for

the above ports on or about SUNDAY, the

27th inst.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd July, 1902.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above

on TUESDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATTHEWSON & CO.,

General Managers.

Hongkong, 22nd July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS.

Saloon Passengers carried at SPECIALLY

REDUCED RATES, particulars of which

can be obtained on application to the

Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 28th July.

"TSINAN" " " " 28th August.

"CHANGSHA" " " " 29th September.

"CHINGTUNG" " " " 29th

Superior accommodation, Electric

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Pro-

visions during the entire voyage. Duly qualified

European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH, HANDED, LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"VALETTE,"

Captain A. G. Cabitt, R.N., carrying His

Majesty's Mails, will be despatched from this

for Bombay, on SATURDAY, the 2nd

August, at NOON, taking passengers and

cargo for the above ports.

Silk and Valuable all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 21st July, 1902.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902

"ATHOLL" " " " About 5th Aug.

"LENNOX" " " " 14th Aug.

"HEATHBURN" " " " 21st Aug.

"RICHMOND CASTLE" " " " 7th Sept.

"AFRIDI" " " " 20th Sept.

"HILGLEN" " " " 30th Sept.

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 24th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR Fiume and TRIESTE

(DIRECT).

Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,

TO SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above

on SATURDAY, the 16th of August, P.M.

This Steamer has Capital Accommodation for

Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight

apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHURST,"

Captain R. Webster, will be despatched as

above on SATURDAY, the 16th August.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902.

FOR NEW YORK.

THE A1, 4m. British Barque

"COMET,"

Captain Davis, is now loading for the above port,

and will have quick despatch.

For Freight, apply to

REUTHER, BROCKELMANN & CO.,

Agents.

Hongkong, 24th June, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and

QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Schaw, will be despatched for the

above ports on THURSDAY, the 14th August,

at NOON.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating

Chamber, which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the Steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

